

Miscellaneous

We hope to see this omission repaired in the next edition. With the exception of the comparative thinness of the paper, the getting-up of the work is very creditable to all concerned; and we have sincere pleasure in congratulating the authors and publishers on the considerable merit of their admirable enterprise and performance.

Notes and Queries:
ON
CHINA AND JAPAN.
A MONTHLY MEDIUM, EDITED

A MONTHLY JOURNAL OF INTER-
COMMUNICATION
 FOR
**Professional and Literary Men,
 Missionaries and Residents in the
 East generally.**
 EDITED BY N. B. DENNY.
 PRICE \$6. PER ANNUM.
Opinions of the Press.
(Hankow Times, Mar. 1867.)

We insert this week, apropos of some piquant correspondence which has appeared in the late in our columns, an extract from the new publication, "Notes and Queries on China and Japan," on the subject of infanticide, which we particularly recommend to the notice of our contributors as containing some reliable facts in connection with the vexed question. * * *

Such a work as the "Notes" is particularly adapted for bringing to light valuable information in respect to this country, and its people, language, and institutions; and we trust it will be as warmly supported as it deserves by the numerous patient and energetic men, who are

thinks principally to the philological labors of Mr Secretary Wade, making rapid advance in the acquirement of the languages to say nothing of the devoted missionaries who have already grown grey in their service to the cause to which they have given themselves.

*Report of North China Branch of
the Royal Asiatic Society.
March 1887.*

Two periodicals which are likely to be of great service have also been commenced; one is published at Foochow and is called "The Missionary Recorder," and the other emanates from Hongkong and is called

"Notes & Queries." It is intended to serve as a medium of intercommunication for persons interested in Chinese Philology, Geography or History. These indications of literary activity are perhaps the most important "sign of the times" "has been our province to record, for they are all means to facilitate that mutual understanding one of the other, which seems so hard to establish between Europe and China.

(*Shanghai Recorder*, May 17, 1867.)

We are put in possession of the fourth number of "Notes and Queries on China and Japan." In saying that the present number equals in interest and importance

its predecessors, we have already said a great deal in its favour. Our knowledge of these countries has hitherto been so scattered, so ill-arranged, entombed as it were, in a series of works, in different languages, and spreading in point of time, over the last two centuries, that some means of separating what is really new, from what has possibly been over and over again described is much to be desired. * * *

As a medium of intercommunication on these and many other subjects of interest to those connected with the far East, we must hail the appearance of "Notes and Queries." * * * We need only add that the periodical is of convenient size, is care-

fully edited by Mr N. B. Denny, and is published at the low price of \$6 per annum; and having said this, we trust that "Notes and Queries on China and Japan" will meet with that success which so creditable a production deserves at the hands of those interested in Asiatic researches.

(*Poochoo Advertiser*, May 4, 1867.)

We have received a copy of "Notes and Queries;" this publication will be really useful, it contains much matter relating to China which otherwise would be lost, and we wish it every success. Sinologists, Chinese antiquaries and scientific men ought especially to congratulate themselves on the

appearance of "Notes and Queries" as it will form their medium of communication and bring into notice what otherwise might have lain unknown and buried in themselves. Now that Law and Officialism have got their Gazette, Science and Philology their Notes and Queries, and Missionaries their Recorder, the various divisions of mental thought and work in this land ought to be well taken care of; for our part we are glad to see these several issues, both on account of the information and instruction they afford, and the index they supply to the mental vigour of the foreign community in this land.

The celebrated volumes of the French Abbé Hue on China, and Sir Kutherford Alecock's account of Japan are, no doubt, works of a far higher class and more extensive scope than the one now before us; but for practical utility for all purposes of locomotion, trading and residence in any of the places coming within its compass, *The Treaty Ports of China and Japan*, by Messrs Mayers, Dennis and King, far surpasses them. It is difficult to know under what class of books to place it, for it contains a mixture of history, topography, hygiene, Murray's Hand-book and Burghardt's Cyclopædia, as condensed and

excellent in their own line as could be expected; and though, perhaps, the book will not prove attractive to students, it is calculated to give a most intimate knowledge of the towns it describes, aided by the excellent maps which accompany it—the work entirely of Chinese—than any of the more elaborated works that have preceded * * *

* * * We trust, we have said enough to show that for any one about to visit, or reside in either of the countries described, his work contains not only most valuable information, but many useful hints.

(*Foote's Missionary Recorder*, April, 1867.)

The two first numbers of *Notes & Queries*

(*San Francisco News Letter*, Mar. 23, 1867.)

Post-Office Notice

R. BAPTISTA begs to inform
 residents of Hongkong that
 prepared to receive orders for COL-
 Lithographic View of Hongk-
 the Overland China Mail of 1
 the following rates:—
 Full Coloured,
 Washed in,
 Shaded in Pencil,
 A Specimen of the Full Colour-
 ph can be seen at this Office.
 Hongkong, November 7, 1867.

Miscellaneous.

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editor and publishers, and
with them the utmost care
to fill an important and
place in Eastern liter-

Post-Office Notifications.

MAILS BY THE "EMEU."
The Contract Packet "EMEU" will be
dispatched with the usual Mails for
Europe, &c., on WEDNESDAY, the
11th Mar., at 7 A.M., and the Post Office
will be open for the reception of Ordina-
ry Letters, Letters for Registration,
Newspapers, Books, &c., until 9 P.M.
on the 10th Mar.; Letters, &c., may be
posted in the night box from 9 P.M. on
the 10th Mar. until 5 A.M. on the fol-
lowing morning.

All Letters posted between 5 and 6 A.M. on
the 11th Mar. will be chargeable, in
addition to the usual postage, with a
Late Fee of 18 cents.

The latest time for posting Letters at this
Office is 6 A.M. and for Newspapers,
Books, or Patterns 5 A.M. on the 11th
Mar.

Further, late letters (but Letters only) ad-
dressed to the United Kingdom via
Marseilles or to Singapore, may be
posted on board the Packet from 6.30
to 6.50 A.M. on payment of a late fee
of 48 cents each, in addition to the
postage, after which no Letters can be
received.

Sealed boxes containing the correspondence
of Box Holders will be received at the
window set apart for the purpose, on
the East Side of the building.

All correspondence for places to which pre-
payment is compulsory must be prepaid
in Hongkong Postage Stamps.

Insufficiently stamped Letters addressed to
the United Kingdom will be sent on,
charged with a fine of One Shilling in
addition to the postage.

Letters posted after 5 A.M. on the 11th Mar.
will not be forwarded unless the Late
Fee as well as the postage is prepaid.

Letters insufficiently stamped or unstamped
addressed to places to which they can-
not be forwarded unpaid, will be open-
ed and returned to the writers as early
as possible, but no guarantee can be
given that such Letters, if posted after
9 P.M. on the 10th Mar., will be return-
ed until after the mail is closed.

Postage Stamps should be placed on the
upper right hand corner of the corre-
spondence, except in cases where they
may be used in payment of "Late Fees,"
when the Stamp or Stamps represent-
ing the late fee should be placed on the
lower left-hand corner.

All transactions in fractional parts of a Dol-
lar will be conducted in the Coins pre-
scribed by Ordinance No. 1, of 1864, and
the Proclamation of the 22nd January
1864, and in other Coins, but those
therein specified will either be received
or given in change as fractional parts
of a Dollar.

Payment for Postage Stamps must be made
in the current Dollars of the Colony or
Bank Notes.

F. W. MITCHELL,
Postmaster General,
Hongkong, February 20, 1868.

[COPY.] To Point de Galles,
Postmaster,
Advise Australian Post-masters and Com-
pany Agents that a more favorable arrange-
ment of dates for Australian Mail than that
shown by time table has been made. Onward
(outward) Mails for China and Australia
will leave seven days later (later) than
dates in time table; homeward Australian
Mails will leave on (one) day earlier than
dates in time table. First outward Mail to Aus-
tralia on the new plan will leave Southampton
twenty first of March; last homeward Mail
from Australia under new plan will leave
Sydney twenty-eighth of March. Stay of
vessels at Ceylon will be avoided. Intervals
for replies in Australia and London will be
much shortened. Advise also Bombay, Cal-
cutta and China. Particulars by to-day's
Mail.

10. 1 P.M.
13. 15. 15.
(Signed) THOS. AUSTIN,
In Charge.

Tel. Office,
Calle, 13th January, 1868.
True Copy.
(Signed) F. BAYLEY,
Agent.

[It is hereby notified for general infor-
mation that the Seal of Progression of
Weights, having the half-ounce for its unit
has been extended to Letters posted in
Hongkong, addressed to Trieste, or North-
Europe, especially marked to be for-
warded via Trieste, and that henceforward
the following Rates of Postage, which must
be paid in advance, will be chargeable upon
such Letters, viz.:

FOR A LETTER.
Not exceeding 1 ounce, 12 cents.
Above 1 ounce and not ex-
ceeding 2 ounces, 24 "

Above 2 ounces and not ex-
ceeding 3 ounces, 36 "

Above 3 ounces and not ex-
ceeding 4 ounces, 48 "

For every additional 1/2 oz., 12 "

F. W. MITCHELL,
Postmaster General,
Hongkong, February 6, 1868.

Intimations.

C. L. VOLKMAN,
Private Boarding Establishment,
23, HOLLYWOOD ROAD,
HONGKONG.
Hongkong, January 7, 1868.

VIEW OF HONGKONG.
MR. BAPTISTA begs to inform the Ro-
sidents of Hongkong that he will be
preparing to receive orders for COLOURING
the Photographic View of Hongkong issued
with the Overland China Mail of 16th Nov-
ember following rates:—
Full Coloured, \$2.
Shaded in Penicil, \$1.50.
A specimen of the Full Coloured Litho-
graph can be seen at this Office.
Hongkong, November 7, 1867.

Intimations.

Published weekly.—Subscription (Exclu-
sive of postage) 12 per annum; payable
in advance.

SUPREME COURT
AND CONSULAR GAZETTE,
AND
LAW REPORTER FOR THE SUPREME AND
PROVINCIAL COURTS OF CHINA
AND JAPAN.

THE Gazette is a General Weekly News-
paper, containing Officially Revised Reports
of Cases heard at the Supreme and Consular
Courts, Police Cases, and Proceedings in
Bankruptcy; Original Articles; Notes and
Queries on Legal points; Reports of Public
Meetings; News of the Week, Commercial
Summary, &c., &c.
Advertisements will be charged 1s. 6d.
per 10 lines, for the first insertion, and 60
cts. per 10 lines, for each subsequent inser-
tion.
Shanghai, January, 1867.

GEORGE GLASSE,
(FIVE YEARS MANAGER)
KINGSFORD & Co. PICCADILLY,
LONDON, AND 28, PLACE
VENDEME, (PARIS)

ENGLISH AND FOREIGN
CHEMIST
VICTORIA DISPENSARY,
HONGKONG.

SHIPS' MEDICINE CHESTS
SUPPLIED & REFITTED.
Hongkong, May 1, 1867.

ILLINGWORTH & Co., having estab-
lished themselves at West Point, next
below the HONGKONG and CHINA GAS CO.,
are prepared to do all kinds of
ENGINE AND BOILER WORK;
Also,
SHIPSMITH'S WORK
of any description.

They have also erected a FOUNDRY on
the Premises, and are prepared to execute
all kinds of
IRON AND BRASS CASTINGS.
And hope that by a strict attention to
business and moderate charges, to merit a
share of the public patronage.
Hongkong, August 22, 1867.

Mr WILLIAM GASKELL,
ATTORNEY, SINGAPORE, PROCTOR
AND NOTARY PUBLIC,
REMOVED TO No. 2, OLD CHAMBERS
D' Aquila Street,
Opposite Messrs DOUGLAS LAFRAIK & Co.
Hongkong, August 28, 1866.

TO HOUSE-KEEPERS & SHIP
MASTERS.
PATERSON & HANDLEY,
House and Ship Plumbers, Copper
and Zinc Workers, and Gas Fitters,
16, Queen's Road West, and
Acheong's Yard, Pater West.
Hongkong, November 4, 1867.

BOWRA & Co.,
AUCTIONEERS, SHIP CHANDLERS, SAIL-
MAKERS, WINE AND SPIRIT MERCHANTS,
AND GENERAL COMMISSION AGENTS,
QUEEN'S ROAD, HONGKONG.

Water Boats in constant readiness to supply
Ships with Pure Fresh Water.
Sails made and repaired on the Premises.

Wm. T. COLEMAN & Co.,
SHIPPING & COMMISSION
MERCHANTS.
NEW YORK, SAN FRANCISCO,
117, Front St. California & Front Sts.

BROWN, JONES & Co.,
UNDERTAKERS,
MONUMENTS and HEAD-STONES
ERECTED, in the Best Style.
LEAD and METALLIC COFFINS, on the
Shortest Notice.

Apply to C. M. BROWNE,
Hollywood Road, Corner of Aberdeen St.

WM. DOLAN,
SAIL MAKER, &c.
Dundell Street,
(Opposite French Consulate.)
Hongkong, April 2, 1866.

WANTED BY A YOUNG MAN, a situa-
tion as Clerk or Book-keeper. A
nominal salary would be accepted, im-
mediate employment being a greater object.
Highest references can be given.
Address "R." China Mail Office,
Hongkong, December 27, 1867.

HONGKONG LIGHTING and
Storage Co.
THE above Company is now prepared to
LAND or SHIP Cargo in first class
Lighters, and to take the entire discharge
of Ships by Contract. Also to STORE
Goods in first class Granitic Godowns at
moderate Rates.

J. S. HOOK, SON & Co.,
Managers,
Hongkong, December 17, 1867.

At the request of the Undersigned,
Messrs GIBB, LIVINGSTON & Co.,
have taken temporary charge of the fol-
lowing Insurance Companies:—
Phoenix Assurance Company.
Liverpool and London and Globe Insurance
Company.
London and Provincial Marine Insurance
Company.
Universal Marine Insurance Company
Limited.

SMITH, KENNEDY & Co.,
Agents,
Hongkong, July 2, 1867.

THE Undersigned has leisure daily for a
few hours to TEACH CHILDREN,
Ladies and Gentlemen, of Hongkong to play
on the Piano Forte.

GEORGE PRESENT,
Care of Mr. VOLKMAN, Hollywood Road,
Hongkong, October 12, 1867.

NOTICE.
THE Steamers "PRINCE ALBERT"
and "SIR JAMSETTE BHEE-
RY" are withdrawn from the Canton
River as Night Boats until further notice.
Hongkong, November 15, 1867.

Intimations.

THE Undersigned His Prussian Majesty's
Charges d'Affaires in Japan, hereby
informs the Masters of Merchant Vessels
belonging to the North German Confedera-
tion that from and after the day on which
these ships will hoist the Flag of the North
German Confederation, they will be ad-
mitted to the ports in Japan open to foreign
trade under the same privileges and rights
as granted to the Merchant Vessels of
Prussia by the Treaty concluded between
Prussia and Japan on the 24th day of Jan.,
1861.

VON BRANDT,
Osaka, January 28, 1868.

THE Members of the late Hongkong Vo-
lunteer Corps are hereby requested to
return, without delay to the Undersigned
the REFLEX they have been allowed to re-
tain, pending sanction for their purchase,
the same not having been allowed.

H. COHEN,
Hongkong, March 13, 1867.

SAIORS' HOME, WEST POINT.
Trustees,
The Hon. J. WHITALL, Esq.,
Hon. JOHN DENT, G. T. MARTIN, Esq.,
R. N.
WARREN DELANO,
Jr. Esq.

H. B. GIBB, Esq.,
WALDEMAR NISSEN,
Esq.,
F. BRAND, Esq.,
GEO. MACLEAN Esq.,
Rev. J. J. IRWIN,
D. D.
A. BEARD, Esq.,
H. B. LEHMAN, Esq.,
Committee of Inquiry.

The Hon. J. WHITALL, Esq., Chairman.
The Hon. SUTHERLAND, H. G. THOMSETT, Esq.,
R. N.
G. J. HILLAND, Esq.

DONATIONS of Books, Periodicals, News-
papers, Clothes, &c., will be most
thankfully received.
Captain A. OVERBURY, assumes the duties
of Superintendent from this date, to whom
or to the committee with any information re-
quired in connection with the "Home"
should be applied for.
Hongkong, September 21, 1866.

SEAMEN'S HOSPITAL,
HONGKONG.

TRUSTEES—
The Colonial Secretary,
The Honourable W. KESWICK, Esq.,
GEO. HEARD, Esq.,
The Superintendent of the P. & O. S. N.
Company, (ex officio),
W. STANLEY ADAMS, M.D., Resident Sur-
geon,
Mr. YOUNG, House Surgeon,
W. PATERSON, Esq., Hon. Treasurer.

TERMS OF ADMISSION—
1st Class (Private Room), per day, \$3.00
2nd " (2 Beds in a Room), " \$2.60
3rd " (Public Ward), " \$0.75
These Charges are inclusive of all Medi-
cines and Attendants, but exclusive of
Wines or Articles not in the recognised
Dietary Table.

All orders for Admission to Hospital must
be countersigned by some responsible Per-
son or Persons resident in the Colony.
Patients are also admitted on Deposits at
the following rates, renewable one day
previous to the amount deposited having
been expended:—
1st Class, \$60.
2nd " \$40.
3rd " \$20.
By order,
W. PATERSON,
Treasurer.
Hongkong, January 1, 1868.

HOLLOWAY'S PILLS & OINTMENT.
HOLLOWAY'S PILLS.

THIS Medicine is universally admitted
to be the most efficacious remedy
known to the world. No preparation is so
suitable to the climates of India and China
as this fine and invigorating medicine. It
is particularly adapted to the constitution
of European ladies, as it is never failing in
its effects in all diseases peculiar to females,
while those who are attenuated by the de-
bilitating effects of the above climates will
find in this wonderful remedy a kind of re-
storation to robust health.

HOLLOWAY'S OINTMENT.
The science of Medicine has never before
produced any remedy that can be compared
to this wonderful Ointment, as it cures
after all other means have failed, all
wounds, sores, ulcers, and also the most
incurable skin diseases peculiar to the cli-
mates of India and China. It is the true
friend of the Soldier and Civilian, as cer-
tain old sores can be removed by it that
cannot be conquered by any other treat-
ment.
Hongkong, February 1, 1867.

NOTICE.
THE Undersigned beg to inform Masters
of vessels bound to this port, that
they have always a large Stock of CAN-
VAS, EUROPEAN ROPE, TWINE, and
other Shipchandlers' Stores, as well as Salt
Provisions continually on hand, which they
are able to dispose of, at as reasonable rates
as they can be purchased at in any of the
China Ports.

KARUTH HENNINGSEN & Co.,
Manila, June 22, 1866.

NOTICE.
It is hereby notified that the portion of
Robinson Road which lies between
Castle Road and Bonham Road is CLOSED
to the Public from this date during certain
Alterations and Repairs.
By order,
W. WILSON,
Surveyor General's Office,
Hongkong, December 17, 1867.

ORIENTAL BOWLING ALLEYS,
Entrance—Wellington Street.

DAVID BROWNE,
(LATE MANAGER OF THE LONDON HOUSE)
BEGS to inform his Friends and the Pub-
lic that he has opened the above Bar
and Bowling Alley, and trusts to attract
attention to Business, and the comfort of
visitors, to merit a share of their patronage.
Read Fancy Drinks of every Description.
&c. &c.—The above named will not be re-
sponsible for any DEBTS contracted by the
late Proprietor.
Hongkong, February 1, 1868.

Intimations.

W. P. MOORE
RETURNS his sincere thanks to the Pub-
lishers in general for their generous po-
sition of late, and feels quite proud that
his humble efforts are so highly appreciated.
He is ever to be found at the old Stand,
Corner of Peel Street and Queen's Road,
where he will hold himself in readiness to
serve any Gentlemen who may feel the ne-
cessity of having any tonsorial operations
performed.
Shaving, 25 cents.
Hair Cutting, 50 "

Nothing but pure Vegetable Shampoo
used in this Establishment, and it invigo-
rates and beautifies the Hair.
Particular attention paid to setting Ra-
zors.
Hongkong, February 4, 1868.

"STAG HOTEL."
SITUATE IN QUEEN'S ROAD.

PERSONS and FAMILIES requiring Su-
perior Hotel Accommodation will find
it at the above Establishment.
EDMUND R. HOLMES,
Proprietor.
Hongkong, July 22, 1867.

THE UNION DOCK COMPANY OF
HONGKONG & WHAMPOA, LIMITED.
SHAREHOLDERS are requested to take
notice that the Fourth CALL of Two
Hundred Dollars is made in two instal-
ments. First of which will fall due on the
15th of April, and the second on the 30th
of April next, and will be payable at the
Office of Hongkong and Shanghai Banking
Corporation, Queen's Road, Hongkong,
where Receipts for the payment thereof will
be granted by the Manager.
Interest at the rate of twelve per centum
per annum will be charged after the above
dates.
By order of the Board of Directors,
J. R. ENDICOTT,
Secretary.
Hongkong, January 24, 1868.

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE TO SHAREHOLDERS.
THE DIVIDEND declared for the Year
ending 31st December last, at the rate
of Twelve per cent. per annum, say \$7.50
per paid-up Share of \$125, and \$1.50 per
Share on which \$25 have been paid, is pay-
able on and after MONDAY, the 17th inst.,
at the Office of the Corporation, Wardley
House, Queen's Road, where Shareholders
are requested to apply for Warrants.
By order of the Court of Directors,
VICTOR KRESSER,
Chief Manager.
Hongkong, February 14, 1868.

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE is hereby given that the REGIS-
TERS of SHARES of the Corpora-
tion will be CLOSED from the 1st to the
15th day of February next (both days includ-
ed), during which period no transfer of
Shares can be registered.

VICTOR KRESSER,
Chief Manager.
Hongkong, January 21, 1868.

SHANGHAI STEAM NAVIGATION
COMPANY.

NOTICE.
HOLDERS of Certificates of Shares in
the Shanghai Steam Navigation Com-
pany are requested to send them to the
agents of the Company, to be replaced by
Receipts representing the amount of the
old shares and the stock dividend added,
pending the issue of New Share Certificates.

ROWLEY MILLER,
Secretary & Auditor.
Shanghai, 24th February, 1868.

SHANGHAI STEAM NAVIGATION
COMPANY.

NOTICE.
HOLDERS in the Shanghai Steam Naviga-
tion Company that the Share Transfer
Books of the Company will be closed from
the 25th February to the 5th March, 1868,
inclusive.

ROWLEY MILLER,
Secretary & Auditor.
Shanghai, 24th February, 1868.

For Sale.
ROOFING AND SHEATHING FELT.
ONST' NTLY on hand for Sale by the
Undersigned.
ROZARIO & Co.
Hongkong, January 20, 1868.

FOR SALE.
MUNTZ'S Patent Yellow METAL
SHEATHING, from 20 to 24 oz.,
Composition NAILS, Brown Sheathing
FELT.
at
LAMBERT, ATKINSON & Co.
Hongkong, February 22, 1868.

FOR SALE.
Ex Sir Laurence, Flory Cross, and other
Arrivals.
BASS'S PALE ALE in quarts and pints.
London Brown STOUT, in do.
Guinness' STOUT, in do.
Hennessy's and Martell's BRANDY.
English OLD TOM GIN.
Hubbard's PAINTS.
Do. boiled and raw LINSEED OIL.
at LAMBERT, ATKINSON & Co.
Hongkong, Feb. 22, 1868.

FOR SALE.
Ex P. M. S. S. "CHINA."
GENUINE Havana CIGARS in boxes of
50 each.
Henry Clay FLOR PINA.
FLOR DE MATA Y GARCIA.
REGALIA DE LA REINA.
At very moderate Prices.
VOGEL, HAGEDORN & Co.
Hongkong, February 20, 1868.

FOR SALE.
SUPERIOR Manila CIGARS, No. 2.
"VOGEL, HAGEDORN & Co.
Hongkong, February 20, 1868.

EX "CLERMONTSHIRE" AND
"AVON."
BASS BEER in Pints and Quarts.
EDMUND R. HOLMES,
Stag Hotel.
Hongkong, February 10, 1868.

For Sale.

EX MAIL STEAMER.
L YON SAUSAGES in best condition.
CHICKENS and HAM.
Assorted French CONFECTIONARY.
Malaga R. ISINS in bottles and tins.
ALMONDS in shells.
Peeled ALMONDS in tins.
Eleme FIGS in tins.
PRUNES in bottle.
Smoked Pomeranian GOOSEBREASTS,
at
LAMBERT, ATKINSON & Co.
Hongkong, December 20, 1867.

FOR SALE.
Ex late Arrivals.
PRIME California CHEESE.
Do. Gruyere Do.
Do. California BUTTER.
100 barrels Prime Hamburg Mess PORK.
Prime Westphalia HAMS, at
LAMBERT, ATKINSON & Co.
Hongkong, December 20, 1867.

FOR SALE.
Just Arrived.
2 BROADWOOD'S Grand PIANOS, may
be had at Wholesale Price.
Address "A." Office of this paper.
Hongkong, December 31, 1867.

HENDRIE, Presser & Luvit's Fine As-
sortment of PERFUMES.
410,
Dawson & Sons' ROOMS.
For Sale, at greatly Reduced Prices, by
JULES ROZIERE,
Hair Dressing Room, Up-stairs.
Hongkong, December 4, 1867.

EX "AVON" & "SIR LANCELOT."
HAMPAGNE, First Quality in Pints
and Quarts.
Apply to
G. DUBOST & Co.
Hongkong, February 15, 1868.

FOR SALE BY THE UNDERSIGNED.
HARMONIUMS and other Musical
INSTRUMENTS.
Christy Minstrel's SONGS. Pianoforte
OPERAS.
VIOLIN and other STRINGS, &c., &c.
INSTRUMENTS tuned and repaired.
C. WAGNER,
25, Hollywood Road.
Hongkong, August 2, 1867.

FOR SALE.
MUNTZ'S Yellow METAL, 20/28 oz. and
NAILS.
Apply to
HOLLIDAY, WISE & Co.
Hongkong, June 14, 1867.

FOR SALE.
A SMALL Lot of Superior Old PORT
WINE, Th. G. Sandeman, Op'rt.
Fine DRY MADEIRA.
Fine CHAMPAGNE, COGNAC.
Various Superior Hungarian WINES.
Wm. FUSTAU & Co.
Hongkong, August 6, 1867.

TATHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "
DUNLEY & Co.
Hongkong, April 9, 1867.

FOR SALE.
YELLOW METAL and NAILS, 18 to
25 oz.
Superior CLARET, St. PIERRE, 1852.
Superior CHAMPAGNE, H. PIPER &
Co., carte blanche.
SPIRITS OF WINE, in Boxes of 1 doz.
Bottles.
RAYNAL & Co.
Hongkong, October 1, 1866.

FOR SALE.
IRON Water TANKS, of 400 gallons
each, Apply to
REYNOLDS BROTHERS & Co.
Hongkong, February 3, 1868.

FOR SALE.
Very Superior DRY
SHERRY in 2 doz.
cases.
R. W. W. S. P. S. in 2 doz. cases.
Just received ex "THE TREWED."
Apply to
MORGAN, LAMBERT & Co.
Hongkong, February 1, 1868.

FOR SALE.
150 CASES Martell's Aromatic BIT-
TERS, superior quality,

NOTICES TO CONSIGNEES.

BRITISH SHIP "ELIZA," from CALCUTTA.
The above vessel having arrived in the harbour and being now ready to discharge, Consignees of Cargo by her are hereby requested to send their Bills of Lading to the Underigned for Counter-signature and to take immediate delivery of their cargo.

Any cargo impeding the discharge of the vessel, will, in terms of Charter Party, be landed and stored, as it comes to land, at the Consignees' risk and expense.

OLYMPHANT & Co.
Hongkong, March 2, 1868.

The following cases have been landed and stored at the risk and expense of the Consignees, who are requested to take immediate delivery:

Ex "Tigre," 5th December.

Ex "Donnai," 7th January, 1868.

Ex "Cambridge," 6th February.

Ex "Cambridge," 6th February.

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Ex "Cambridge," 6th February.

HOUSES AND LANDS.

TO LET.
A LARGE ROOM fronting the Queen's Road, suitable for either an Office or a Shop.
Apply at the MEDICAL HALL, Queen's Road, Hongkong, September 20, 1867.

TO LET.
THE PREMISES situated at Fadder's Wharf, lately occupied by Messrs AUGUSTINE HEARD & Co. Possession can be taken on the 1st of January 1868. For further particulars, apply to THOS. HUNT & Co. Hongkong, December 30, 1867.

LIGHTERAGE AND STORAGE.
THE Undersigned will undertake to land Cotton, Rice, Coals, and other Merchandise, in their own Boats, and to receive the same on STORAGE in First-class Granite godowns, on Moderate Terms.
ROB. S. WALKER & Co. Hongkong, March 4, 1868.

TO LET.
N. O. 3, PECHILI TERRACE, Apply to LANE, CRAWFORD & Co. Hongkong, January 24, 1868.

TO BE LET.
THE Dwellings HOUSE in the Albany at present occupied by Mr. N. R. MASSIE, Occupation can be had in a few weeks. Application can be made to Mr. MASSIE at the Albany. Hongkong, September 25, 1867.

New Advertisements.

GENERAL WEEKLY SALE.

AMMERT, ATKINSON & Co. will sell by Public Auction, on

TUESDAY,

the 10th March, 1868, at Noon, at their Sales Rooms, Queen's Road,—

24 pieces fancy wove Flannel, 10 pieces white Saxony Flannel, 10 pieces black and blue Cloth, 10 pieces Tweed and Buckskins, 20 dozen Turkish Towels, 10 dozen white Turkish Towels, 30 Loom Huckaback Towels, 20 dozen Diaper Towels, 200 dozen white Cotton Socks, 150 dozen white Cotton Stockings, 150 dozen white Cotton Handkerchiefs, 100 dozen Tea Pots, 30 dozen bottles Blacking, 3 cases assorted Toilet Soap, consisting of, Brown Windsor, Almond, and Honey Soaps, Rieger's transparent Soap; 12 barrels American Beef, 15 barrels Hamburg Pork, 4 cases containing 100 tins sea damaged Butter, 6 cases North Wilts Cheese, 3 cases York Hams, 5 cases French Pans, 1 case French Beans, 15 cases B.F. Matches, each 25 gross, 40 bolts Russian Canvas, 15 coils Manila Rope, 40 drums Boiled and Raw Oil, 10 drums Hubbuck's Turpentine, 20 cwt. Hubbuck's Zinc and Red Lead, 10 cwt. Hubbuck's green Paint, 10 cwt. Hubbuck's black Paint, 20 pieces English Red Dunting, 1 case Britannia Metal Ware, 500 mugs Percussion Caps, 50 Revolvers and ammunition, 75 cases Champagne in quarts and pints, 50 cases Hennessy's Brandy, 50 cases Martell's Brandy, 50 cases India Pale Ale, 40 cases Barclay's Stout quarts and pints, 5 cases Lost Sugar in fib. leaves, 5 cases assorted Confectionary, &c., &c., &c.

(For account of the concerned.)

R in diamond, 97 quarter boxes containing 3 F.F.F. Gunpowder in flasks.

Sea damaged.

Hongkong, March 7, 1868. 10ma

FOR SWATOW, AMOY & FOCHOW.

The Steamer "YESSO,"

Capt. Ashton, will have immediate dispatch for the above

Ports.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, March 7, 1868.

THE CHINA MAGAZINE.

A WEEKLY MISCELLANY, 24PT. IMPERIAL 8VO.

Illustrated with Photographs.

Conducted by C. LANGDON DAVIES,

Published for the Proprietor by MORRIS & SONS, Government Printers, Hongkong.

Shanghai: A. H. CARRUTHERS;

London: W. ALLEN & Co.;

Paris: C. BARRANT.

By any of whom subscribers' names will be received.

Delivered Carriage free to Subscribers only.

QUARTERLY SUBSCRIPTION:

In China, the Straits, Saigon, Manila and Bangkok, .. . £7.50.

In Great Britain, .. . £2.

In France, .. . £2s. 6d.

No. 1, March 7th, 1868, will contain,—

EUROPEAN LIFE IN CHINA, (Illustrated.)

YUK NAO; a Romance translated from the Chinese, by the late Rev. E. EVANS.

HONG KONG VALLEY, (Illustrated.)

HOW I STRUGGLED INTO PRISON.

THE RICHMOND, or Eupletella, (Illustrated.)

TOPSIDE, GALAH!

HOW THE THIEVES MANAGE IN CHINA. Dedicated to Horace Mayhew.

&c., &c., &c.

Illustrations.

1.—View in Hongkong taken from the bridge on Victoria Peak.

2.—Instantaneous view of Happy Valley, taken on the third day of the races, 1868.

3.—Group of Ropedancers.

Hongkong, March 3, 1868.

NOTICE.

THE Connection between Messrs GAUFRETT and GOSWELL, French Bakers, terminated on the 1st March, 1868.

It is requested that any resident in the Colony who may have any outstanding accounts not settled will present them within the present week.

GAUFRETT & VINCENT.

Hongkong, March 2, 1868.

NOTICE.

FROM and after this date Mr GEORGE F. BOWMAN will act as AGENT of the Pacific Mail Steamship Company at this Port.

S. L. PHELPS, Agent.

Hongkong, August 15, 1867.

NEW ADVERTISEMENTS.

FOR SALE.
ex Botted WINE and Late Arrivals.
BOURDON'S Pressure and Vacuum GUAGES.
COPPER and BRASS WIRE of assorted sizes.
SHEET LEAD and ZINC.
LEAD PIPE of sizes.
TUCKER'S RUBBER PACKING.
RUBBER and CANVAS HOSE.
BLACKSMITH'S BELLOWES and WORKING TOOLS.
BAR STEEL and ANGLE IRON.
LEATHER BELTING.
DEEP SEA and HAND LEAD LINES.
COPAL VARNISH.
TAPS and DIES in sets.
RATONNET and MAN DRILLS.
Round and Angle DECK LIGHTS.
SHEATHING FELT.
LIME JUICE.
YORK HAMS.
English and California CHEESE.
GAINVISED NAILS, HOOKS and TIEIMBLEES and CLEW IRONS.
BRASS and IRON LOCKS of all kinds.
FILES.

THOS. HUNT & Co. Hongkong, March 3, 1868. 3ap

NEWS AGENCY.

J. B. MORRIS, News Agent, Hongkong, being now prepared to receive orders for any Newspaper or Magazine published in England or the United States of America, at prices as low as those charged by any home agency, begs to solicit the support of the reading Public, and assure those who may favor him with their orders that the same shall be executed faithfully and promptly.

The latest copies of the best English and American Newspapers received by every mail steamer, also the latest copies of the Shanghai and Japan papers.

For subscription lists, with prices, &c. Apply to

J. B. MORRIS, Care of Messrs Bowra & Co., Hongkong, March 4, 1868.

EX "FIERY CROSS."

GOLF STICKS and BALLS.

Christy's BATS.

Kerosene LAMPS.

Fancy FLANNELS.

Olympic COLLARS.

Comet and Maltese Cross SHERRIES.

EX "BELTED WILL."

LIPSCOMB'S FILTERS.

PERFUMERY in large variety.

Thread, Cotton and Silk SOCKS.

Bathing DRAWERS.

Opera GLASSES.

Bass, Barclay and Guinness in bottle.

EX "CHINAMAN."

PERAMBULATORS.

BILLOW'S HELMETS.

Overland TRUNKS.

Office BOOKS.

BUNTING.

Soda Water CORKS.

Borekas SHIRTS.

ALPACAS and MERINOS.

Merino and Alpaca VESTS.

Rodger's CUTLERY.

UMBRELLAS.

Plate GLASS.

China MATTING.

A Magic LANTERN.

Despatch BOXES.

A few cases very fine Still BURGUNDY.

Seltzer WATER.

MILK PUNCH.

&c., &c., &c.

LANE, CRAWFORD & Co. Hongkong, March 2, 1868. 17mar

HONGKONG CLUB.

AN Extraordinary General MEETING of the Members of the Hongkong Club will be held at the Club House, on WEDNESDAY, the 11th day of March next, at 5 P.M.

The object of the Meeting is explained in the Notice hung up in the Club for the information of Members.

By order of the General Committee, GEORGE B. AYLMOORE, Secretary.

Hongkong, February 28, 1868. 11ma

EX "SERICA."

A COMPLETE Set of Wheatstone's Telegraph APPARATUS.

Mountain BAROMETERS.

Gay Lussac's Syphon BAROMETERS.

Improved Patent Differential BAROMETERS.

And other BAROMETERS, divided to 1,000 ft. each.

STORM GLASSES.

Pocket Prismatic AZIMUTH COMPASSES, in Silver Cases.

Pocket SEXTANTS.

SUN DIALS.

ALTAZIMUTHS.

CAMERA LUCIDAS.

HYDROMETERS.

SALINOMETERS.

HYGROMETERS.

BEDOMETERS.

Patent LOGS.

VACUUM GAUGES.

Self Registering THERMOMETERS.

Deep Sea Sounding THERMOMETERS.

THERMOMETERS for Superheated STEAM.

Nautical ALMANACS for 1868-69.

And,

A small Consignment of PIANOS and HARMONIUMS.

GEORGE FALCONER & Co. Hongkong, February 28, 1868. 13ma

FOR SALE.

CUBIC FEET MANILA TIMBER, to arrive per French Barque "MARIA MORTON," Apply to

REYNVA N BROTHERS & Co. Hongkong, February 20, 1868.

NOTICE.

RENT and Accounts COLLECTED with punctuality and despatch.

Distraint W-DRANTS for Rent ISSUED and EXECUTED.

Security, if required.

THOS. W. BARRINGTON, 55, Wyndham Street, Hongkong, February 17, 1868.

NOTICE.

THE OFFICE of the Undersigned is REMOVED to GAGE SQUARE, Corner of Lyndhurst Terrace.

REYNVA N BROTHERS & Co. Hongkong, January 2, 1868.

NEW ADVERTISEMENTS.

NOTICE.
THE OFFICES of Messrs AUGUSTINE HEARD & Co. have this day been removed to their old Premises adjoining the Cathedral.
Hongkong, December 28, 1867. 11

IN THE SUPREME COURT OF HONGKONG IN BANKRUPTCY.
NOTICE.—JOSEPH CLARKE, BART of Victoria in the Colony of Hongkong first Boarding Officer in The Harbour Master Department, Hongkong, having been adjudged Bankrupt under a Petition for adjudication of Bankruptcy filed in the Supreme Court on the twenty-eighth day of February, 1868, is hereby required to surrender himself to WILLIAM HASTINGS, Esquire, the Registrar of the said Supreme Court at the first Meeting of Creditors to be held before the said Registrar on the sixteenth day of March next, at eleven o'clock in the forenoon precisely, at the said Court, FREDERICK ROWLEY HURD, Esquire, in the official Assignee, and Mr. WILLIAM GASKELL is the Solicitor Acting in the Bankruptcy.

At the Meeting the said Registrar will receive the proofs of the Debts of the Creditors, and the Creditors may choose an Assignee or Assignees of the Bankrupt's Estate and Effects.

All persons having in their possession any of the Effects of the said Bankrupt must deliver them to the said Official Assignee, and all Debts due to the said Bankrupt must be paid to the said Official Assignee. Supreme Court House, Victoria, 29th February, A.D., 1868.

A THRILLING ADVENTURE.

A RIDE ON A RUNAWAY TRAIN.

It was five minutes past seven P. M. by the station clock, and consequently within five minutes of the time at which the Mid-Middleham train was advertised to start. Most of the passengers had taken their seats, but some of them were standing on the platform, near the carriages, bent on having a last word with those they were about to leave behind them. There was the usual bustle and excitement incident to the starting of a train. Needless porters rushing about with those formidable little trucks, the first notice of whose approach is an ugly shove, accompanied by the cry "leave from the heartless porter." A distressed lady in the midst of a chaos of boxes and parcels, waiting for some one to put her and her precious accompaniment safely into the train. Lost passengers looking vainly about for the train, which is all the time starting them out of countenance. A newsboy, with a "villainous cracked voice," crying out the "Lion—pops," and the "Newman—punch." These, with the usual lot of idlers come to see them off, and the ticket examiners, and other busy scoundrels of the train itself, made up a scene of unparalleled life and activity.

It was Wednesday night, and Wednesday was market-day at Middleham. The train was therefore a heavy one, and nearly every compartment was full of passengers. It was usually five or ten minutes late in starting on Wednesday nights, owing to the extra traffic, so that the departure of the compartment in which I had taken my seat was rather late than usual. The porter having barely marked nine minutes past on the dial, the train, without any preparatory whistle, moved off. I was under the impression that we were starting for another carriage, for such a thing as starting before time was never known to have happened at Middleham; but when we moved past the long platform, passed the entrance signal, and through the bridge beyond, it became apparent to us all that we were really off.

There was a simultaneous pulling out of watches, and surprised looks passed from one to another, and to the still open door of the carriage, as the conviction was gradually forced upon us.

"Well, if this isn't a queer move, I should like somebody to tell me what it is," was the exclamation of a stout cattle-jobber who sat in the opposite me. As all were pretty much of his opinion, as to the queerness of the "move," nobody offered to tell him what it was; some sat staring, as if really quite overawed by the circumstance.

Once convinced by the increasing speed of the train that we were fairly on our journey, I rose from my seat, drew in the door, which was flying back against the side of the carriage, and closed it firmly. In doing so, I put my head out of the window, and looking down the train, saw the light streaming from two or three other doors, which had, like my own, been left open. There had evidently been some mismanagement about the starting of the train, but as I saw two arms put out to catch as many of the doors, and the others would take no harm before we came to Ackridge, which was the name of the first station we would come to, I sat down again in my corner, made myself as comfortable as possible, and prepared myself, as was my habit, to listen to the remarks of my fellow-travellers. These were four in number—the cattle-jobber I have already mentioned, his partner, and two Middleham merchants, who lived some twelve miles, or thereabouts, down the line.

The merchants soon commenced a brisk conversation, the part of which that most interested us, being the following:

First Merchant.—Awkward thing, this strike among engine-drivers.

Second Merchant.—Well, yes; but I must confess to knowing very little about it. I merely saw a short paragraph alluding to it in this morning's News. Have you heard anything fresh about it?

First M.—The last I have heard of it is that the men have sent in their month's notice. They demand a considerable advance in the rate of wages and an alteration in the system on which their wages are calculated. A deputation of seven waited upon old Rasper, the superintendent, yesterday. They stated their grievances, and the terms on which they would continue to work, and said that if those terms were not acceded to by the company, they would strike. At this, old Rasper jumped up from his chair, and told them they were a lot of ungrateful dogs; that they were better paid than the drivers of almost any other line in the kingdom; that if he could possibly do without them he would at once discharge every mother's son of them at once, that he would settle with them when the time came, and that they might be off and get on with their work in the shops at once; and he forthwith turned every one out of the office. He'll settle with me. Ha! ha! Rasper by name, and Rasper by nature—ha! ha!

Second M.—But this is a very alarming state. Is it not dreadful to think that these poor passengers are at the mercy of these unscrupulous and that they might have it in their power to do something horrible with us, merely to spite their employer?

First M.—No, I don't think there is any fear of that, for the passengers' men have taken no part in the strike whatever. It is only the drivers of the goods' engines who have become disaffected. The others have given the movement the cold shoulder from the first.

Second M.—Still these goods' drivers with their intimate knowledge of the line, must have it in their power to do immense injury to their employers, and the public as well. Why, the mere placing of a sleeper, or a chair, or a piece of old iron on the rails, would be enough to send all off to the "other world," by express, and without any return tickets.

They were both laughing over this dreary joke of No. 2, when attention was directed to the cattle-jobber. He was leaning half out of the window and shouting "stop, stop," at the tip-top of his very loud voice. On our inquiring what was the matter, he replied, excitedly, "Why, dang it!—if we ain't been and passed Ackridge Station, and me and my mate had to get out there. Here, hi! stop here, hi!" The last exclamation was in a sort of prolonged shriek, which woke the echoes as we shot into and roared through the tunnel.

"My good man," I ventured to remark, "you must be mistaken. They would never think of passing a station like Ackridge without stopping, and certainly not when they have passengers booked for it."

"Whether they did or didn't, they have done it; why look! there's Bowli's seat, works, and we must be two miles, at least,

on the wrong side of Ackridge!" and here he relapsed into another indefinite "hi!" at the open window.

The matter all at once became very serious, indeed. We were bowling along at a terrible rate, quicker than any of us had ever experienced on any occasion, and that line of curves and ugly gradients, and a dreadful fear began to show itself in our faces—a fear which first found expression from the gentleman I have hitherto designated as the second merchant.

"It is my belief," he said, "that we are run away with."

As he said those words there was a horrible, breath-taking jumble of lamps, and walls, and clocks, and hand-bills, and white faces, as we dashed into and through another station, and then away—away into the black, black night beyond. After that none of us doubted that our train was a runaway, and also that it was running away to die, certain destruction of nearly every passenger in it, unless something could be done to arrest its headlong career, and that very speedily.

When the keen edge of the shock had somewhat worn off, we began to think of what chances and means there were of deliverance, and naturally the first to suggest itself was the guard. "Yes, doubtless the guard would see the danger as we had seen it, and would endeavor to stop the awful fate which now seemed hanging over us. There was comfort in the thought, but alas! it was very short-lived, for a glance down the train sufficed to show us that the door of the van was one of those which were still standing open.

The conviction was, therefore, forced upon us that the guard had been left behind. He was not on the engine, nor would have stopped the train; he was not on his way to it, or we should have been able to see him by the light of the side lamps of the train, and he was not in the van, or his door would have been shut, and his break vigorously applied long ere this, and of that there was not the slightest indication.

Our was truly an awful position. Passengers in a runaway train, on a black and moonless night, and with neither engine driver nor guard to help us!

The Middleham and Dillmuth Railway was about twenty-two miles long, and there were four intermediate stations—Ackridge, Dorton, Felton, and Icomb—between the two termini. Two of these stations were passed, and we had, therefore, run about half the distance. We had been fifteen minutes in doing so, and would most probably do the rest of the journey in less time than that. A miserably short time to save so many lives; but something must be done. I had already made up my mind that I should do it, and was preparing by divesting myself of whatever would impede my motions, and prevent the free use of my limbs, when the first merchant looked wonderingly at me, and asked me what I was going to do.

"I am going to try and stop this train, to save my life and all our lives," I have to confess that until that moment I had been thinking only of saving my own life, and had scarcely given a thought to the numerous passengers in that heavily-laden train; but when I saw the merchant look shudderingly into the darkness through which we were flying, and the hopeless look with which he fell back, almost sobbing into his corner, I began to have an idea of the duty that was before me, and I nerved myself to the utmost to do it.

Hitherto I have unintentionally said very little about myself, but it is now necessary to state that I was an employee of the immense railway concern, of which the Middleham and Dillmuth was but a branch. I have used the sounding word *employee*, but the simple fact was that I was a relief clerk, and that I was at that very time on my way to Icomb to take the place of the station master, who was then seriously ill and unable to attend to his duties.

I was very often called to this particular kind of duty, and had in consequence acquired a very practical acquaintance with the outside of a railway. I had had a great deal of knocking about in my place, and had, in fact, been involved in some four or five different accidents, of a more or less serious character. I had luckily escaped from them all without injury, unless I dignify with the name of injury the slight bruises I got by being jammed in the doorway of an overturning carriage by a gentleman who was just as anxious to be out of it as I was.

Nothing lends so much to give a man presence of mind as being concerned in a railway accident. The first time he is, as it were, knocked stupid; the second time he begins to reason; but the third time he has got off the train and is doing his best to assist his fellow passengers. I had exceeded this stage by, as I said, two or three accidents, and had gained a considerable stock of presence of mind, which I was prepared to use in the present emergency.

I would try to reach the engine by walking along the platform of the carriages. My mind had been made up to that long ago, for through my unenviable experiences of railway accidents I had got into the unconscious habit of forming a course of action for myself for almost any eventuality which could turn up. I had been running of two or three on runaway trains. In both cases the steps of the carriages were used as a means of communication with the engine—in the first case successfully, but in the second the guard was snatched a instant signal post in swinging from one door handle to the next, and the train itself went tearing on until it came to the terminus where it tore up the buffers and was finally deposited in fragments about the platform and the first-class refreshment room. Fortunately it was an empty train and late at night, so that no one was injured except the engine driver, who broke his leg in jumping off when he found he could not stop it, and the guard, who was killed. The other case was that of a train which seemed certain to come into collision with another at a level crossing. The drivers put on their engine at full speed and jumped off. Almost by a miracle there was no collision, and the train went on without any mishap to speak of. As it happened, the guard had seen the danger, and had also seen the two men jump off the engine, so that, when the crossing was safely passed, he made the best of his way along the steps of the carriages to the engine, which he reached in safety, and was able to stop at the next station.

This was the plan I intended to put into practice, but on looking out of the right hand window, I was staggered to find some of the doors still flying open; and as it would be extremely difficult, if not impossible to pass them at the rate we were going, it was much more hazardous to think of going that way; and the other side of the guard I have mentioned, I could not have gone. There remained, therefore, nothing but the roofs of the carriages. I threw the door open, and stepping from the floor of the carriage upon the window-frame, used it as a kind of ladder and mounted to the top.

As I did so, I heard the merchant from his corner give me a parting "God bless you!" in a voice weak and trembling, but with an accent so sincere that I felt considerably encouraged and strengthened in my purpose. God knows I needed it, for although it was a matter of comparative ease to reach the roof, yet once there, on my first attempt to assume an upright position I was thrown violently back, and had I not caught the end of a strap which was flying loose, I would have rolled off and been killed on the rails below. In my eagerness I had quite overlooked the tremendous rate of speed at which we were travelling, and the consequent immense resistance offered by the atmosphere. The accident, however, rendered me more careful, and I immediately set myself to work, with all my faculties of mind and body in their fullest exercise, to transport myself to the fore end of the train. I was on the fourth carriage from the engine, and there were, therefore, four hundred yards for me to cross before I should find myself safely on its tender.

It was a terrible moment, and I could only get on at all by crawling along on my hands and knees, and hold to each strap and rod as mine in my way. There was an old-fashioned guard's seat on the front of each of the carriages, so that by stepping down upon this, proceeding to the next, and placing my hand on the next carriage, I naturally expected I should have nothing to do but spring upon the cinders of this engine-tender. In this I was, however, utterly disappointed, for, as if to complete the chapter of accidents, I found the engine was turned the wrong way about, so that nearest me was the black and ugly chimney heaving out its rapid clouds of luminous steam and smoke. I almost gave it up then, my case looked so very hopeless; for what I would, and stretch myself and reach out as I might, I could not touch any part of the engine with my feet. I was also at my wit's end.

The unaccustomed exertion was beginning to tell upon me severely, and I was trembling with excitement and cold. I sank despairingly into the seat. I never thought of climbing down and resting over the buffers, for I had so made up my mind to one course, that when it was interrupted I was for a time staggered and rendered incapable of further action. I was sitting with my elbows on my knees and my face buried in my hands, stupidly brooding over and cursing my adverse fate, when a blaze of light showed me the platform of Felton station. There were not a few people waiting for the train was not the for some minutes, but the scene which I distinctly saw on the faces of those few, as we tore past, I can never forget. It may be thought impossible that, at the high rate at which we were running, I should be able to see those faces distinctly, but it is, nevertheless, quite true; and what is more, I seemed to take in all—the people, the clock face, the name of the station, and all the minutest details—without trying to do so, or moving my head in the least, and in the smallest fraction of time, for we were in and out of the station in a flash.

What the people thought of me—if they saw me at all, on the perch—I do not know; but the sight of them on me was electrical. Instinctively I saw that no time was to be lost. In the moment I had resolved, and done, I had sprung, and was clinging round the neck of the monster in front, and sliding rapidly down its smooth and heated surface on to the truck of the engine.

Once there, all was well. I went along the outside, over the wheels, always holding on to the brass rod, and in another moment was moving the handle to shut off the steam previous to applying the brake. I knew that I was saving from a terrible catastrophe, were proving too much for me, and I was glad to get away from it. There was something so terribly earnest and sincere about it, that I was more frightened by it than I had been by any part of my perilous adventure.

Very little more need be said. A message was immediately sent to the authorities of Middleham, apprising them of our safe arrival at Icomb, and requested that an engine might be sent on with fresh drivers and our guard. The telegram reached them just as they were about to send off a special train to Icomb, and the message was immediately sent on to the station-master, and after securing the few things I had left behind me in the compartment, made my way to the booking-office as fast as I could, for the hand slinkings, "God bless you!" and other expressions of thanks from the people whom I had been instrumental in saving from a terrible catastrophe, were proving too much for me, and I was glad to get away from it. There was something so terribly earnest and sincere about it, that I was more frightened by it than I had been by any part of my perilous adventure.

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the consequences would probably be serious, immediate steps were, as we have seen, taken to provide that the railway should be safe, would be needed by us. Happily, as I have shown, it was not needed, and the whole of the passengers were forwarded to their various destinations, safe, at all events, in body, if terribly disturbed in mind.

A word or two as to the man who devised and perpetrated the horrible attempt. He was supposed to have jumped off the train a little way down the line, and to have got clear away; but the next morning a gang of plate-layers, proceeding to their work, came upon his sadly mutilated body, lying in the "six-foot." His head and face were so shattered and bruised that no feature could be recognized; but from his clothes, and an old pass found in his pocket, he appeared to be one of the goods firemen then on a strike. He was known to be one of the most disaffected of the lot, and had often been heard to utter vague threats against "serving the company out for their tyranny and oppression"—threats so very vague that no one had thought it worth while to heed them or look after him. When found one of his boots was missing, and it was found a few yards further on, and flattened out of all shape. Putting the two things together, it would seem that, in jumping off the engine, his foot had caught the slippery steps. He had fallen head downwards, and had been dragged for a considerable distance, with his head crashing against the end of every sleeper, until his boot came off, and he had fallen to the earth on the spot where he was found.

None of the railway officials had any doubt of this, but the directors considered it expedient that the circumstances should be ascertained as far as possible, and accordingly, at the request of the men examined, seemed to know so little of the matter, and so little of any real importance came out, that the jury returned a verdict of accidental death; and as the train was not killed or dreadfully injured, the newspapers contented themselves with a brief paragraph, headed "Extraordinary Accident on the M. & D. Railway," instead of the columns on columns which would have been required under other circumstances.

For the share which I had the good fortune to have in the matter, and for saving to them so much valuable property, and so many thousands of pounds in claims for compensation, I received a handsome acknowledgment from the directors, and have risen rapidly from one position to another, so that although it was long before I quite recovered from the nervous state into which I had sunk after the occurrence, I have had no reason to regret that I was in that runaway train, and that I did my duty to the company, whose servant I was. I am thankful that I had sufficient courage and strength of purpose to do the duty satisfactorily.

LAGER BEER COUNTRY.

The road-sides all the way from Nuremberg to Munich are thickly lined with the beer country of Germany. Here the hop fairly beats the vine. Instead of wine-benches, casks, and mugs, glasses of beer meet the eye at every corner and at every railroad station. The abundance of this pale and pleasant drink, light, and nutritious, is something astonishing. Last evening, for instance, I think I must have met a thousand people in the English Garden (a mile out of Munich), Gungl's open-air concert—men, women, and children of the better class. I doubt if, with the exception of a few visitors like ourselves, there was a man, woman, or child that did not drink at least a pint, and most of them from one to two quarts of beer. They sat, indeed, perhaps three hours, listening to music, and slowly drinking glass after glass of their mild, delicious, and cooling beverage. It was a mass (that is a quart mug) about five cents, and cannot be purchased at retail at less than six kreutzers per quart, the whole profit of the retail sale being about one kreuzer per glass, and the saving made by the fact that the foam in each quart mug lengthens out the measure of the barrel about a sixth part. The Bavarians will stand any governmental abuse, except a rise in the beer tax. That was really the only often threatened revolution. It is said, that brewers are putting less malt in their beer, and that the effect has been to increase the use of *eau-de-vie*. Drunkenness is almost unknown, but systematic hard drinking is terribly common. The effect of this beer is very obvious in the paunchy ponderosity of most of the older men, and it tells on their noses as well as their stomachs, and does not improve the German face, never very handsome. There is, however, a delightful cordiality and geniality in their manners, and a quiet enjoyment of leisure, chat and music, which is very refreshing to see. Their politeness is almost ludicrous in its painstaking excess. They bow and touch hats, and bow again and unceasing, and cover again, and then bow once more, and uncover, finally, smiling most deferential and benignant smiles meanwhile, until you suspect it is a joke. But there is something less pleasant or more serious than the German's quietude. They cannot put Martin Luther into their Walhalla without belittling the name with the title of Dr. Martin Luther. The definition of a hat in German must be not a thing to cover, but a thing wherewith to uncover the head.

MISCELLANEOUS.

OVERSEAS are tediousness of life, and are said to keep up their organization in the human stomach for a long time. An oyster's heart beats perceptibly half an hour after it follows the style of journey Jonah made. A salmon was lately taken, with rod and fly in the Tweed, which weighed 21 pounds; length, 4 feet 3 inches; girth, 29½ inches. It is pronounced the largest salmon ever taken with rod in British waters.

One of the latest Paris fashions is a "Ladies' Nose Protector"—a case lined with fur, to be affixed to the nasal appendage. A COMPANY has been formed in Houlton, Me., to enter into the manufacture of the extract of hemlock for tanning purposes. The works are to be erected at Canterbury, on the line of the St. Andrews Railroad, in a region where the hemlock is very abundant.

A BRACKEN fellow at Providence was released from the lock-up, the other day, on protesting that he was sick instead of tight; and immediately after called at the office of the chief of police for a drink, mistaking it for a saloon.

Mr. Hepworth Dixon, editor of the *Illustrated*, is said, will shortly offer himself a candidate for Parliament.

OF FIRE.—It is a serious defect in our police arrangements that no provision is made for a searching and authoritative inquiry into the origin of fires. In the metropolis the police and the firemen collect what information they can get, and the insurance offices which happen to be interested in any particular case are also, no doubt, on the alert to discover where and how the fire broke out. But these bodies can only make inquiries in a private and informal manner; they are obliged to be content with what volunteer witnesses are willing to tell them, and have no power to compel people to give evidence. If any body has been killed, a coroner's inquest of course is held, and when an insurance company repudiates a claim, litigation ensues; but except in these contingencies there are no means of securing a thorough and searching investigation into the causes of a fire. In the case of Her Majesty's Theatre, for instance, the origin of the disaster is still a mystery. That there was a smell of fire in the theatre during Friday seems to be undoubted, but no satisfactory explanation has been given as to the quarter in which the flames first broke out. The furnaces have been suspected, but one story which we have heard is that there was a sort of coal-cellar where fuel was kept under the stage, and that a lighted candle had to be carried whenever a visit was made to it. In every case there ought to be some means of subjecting all the people in any way connected with a fire to a strict and searching examination on oath—there ought, in short, to be a coroner's inquest for burned houses as well as for sudden or suspicious deaths. A Committee of the House of Commons last session recommended that the police or fire brigade should be instructed to make a preliminary inquiry, and if the matter were not properly cleared up, to refer it to further investigation to some other specially appointed for the purpose.

—*Pall Mall Gazette.*

"Why are women like churches?" First, because there is no living without one; secondly, because there is many a spire to them; thirdly, because they are objects of adoration, and lastly, but by no means the least, because they have a loud clapper in their upper story.

This following appears in a Paris daily paper—"Marrage." A young lady, of high rank, possessing a fortune of three millions (£240,000), and as much more to come, desires to unite herself with a French or foreign gentleman, young, and with a fine title and fortune. Address, &c., &c.

HONGKONG MARKET PRICES.

Saturday, March 7th, 1868.

At 1400 Cash per Dollar, Mexico.

THESE MUST BE CONSIDERED EXTREME RATES.

Butcher Meat.

Beef Steak,	catty	224	196
" Roast,	"	224	196
" Soup,	"	140	126
Bullocks' Brains,	per set	70	60
" Tongue,	"	320	300
" Heart,	"	190	160
" Tail,	each	170	100
" Feet,	"	70	57
" Tripe (undressed),	catty	70	57
" Liver,	"	84	77
Pork, Leg,	"	210	182
" Chop,	"	210	182
" Fat for Lard,	"	140	120
Pigs' Fry,	"	180	170
" Chindings,	"	93	80
" Feet,	"	140	120
" Liver,	"	140	120
Mutton Leg,	lb.	420	350
" Chop,	"	420	350
" Shoulder,	"	390	280
Mutton Loin,	"	160	120
Sucking Pigs,	"	280	250
Calves' Head, and Feet, set	"	500	500
Sheeps' Head and Feet, set	"	500	500
Bacon, English,	lb.	480	420
" Fitchau,	"	330	280
Hams, Chinese,	"	330	280
" American,	"	480	420
" English,	"	420	420
Kidneys, Bullocks,	each	60	50
" Pigs,	"	60	50
" Sheeps,	"	80	60
Sheeps' Heart,	"	80	60
Pigs' Heart,	"	90	80
Pork Sausages,	catty	320	300
Goats' Meat,	"	—	—
" Head and Feet set,	"	—	—

Poultry.

Geese,	catty	224	196
Ducks,	"	170	160
Teal,	each	250	220
Turkeys,	catty	550	420
Pheasants, Cuck,	each	1000	900
" Hen,	"	900	750
Pigeons,	"	240	220
Quail,	"	120	110
Partridges,	catty	220	190
Knives,	"	280	160
Capons,	"	280	160
Hen Eggs,	dozen	160	140
Duck Eggs,	"	160	140
Salt Eggs,	"	180	160
Dried Ducks,	each	300	280
Snipe,	"	160	150
Partridges,	"	400	380
Rabbits,	"	1000	900
Wild Geese,	"	750	700
Wild Ducks,	"	600	560
Hill Hill Birds,	"	—	—
Sand Snipe,	"	—	—
Sparrows,	per doz.	—	—
Rice Birds,	"	—	—
Wild Pigeons,	each	160	140

Fish.

Eels,	"	200	180
Oysters,	"	160	140
Shrimps,	"	160	140
Crabs,	"	120	110
Prawns,	"	140	120
Lobsters,	catty.	140	112
Frogs,	"	270	180
Small Turtles,	"	240	200
Large Turtles,	"	—	—
Large Fresh Fish,	"	120	100
Small "	do	100	90
Mackerel Small,	"	80	70
Ongor or Pels Small,	"	40	30
Salt Fish,	catty	—	—
Small Fish,	"	—	—
Fresh Sole,	"	200	180
Canton Salmon,	"	140	110

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OFFICIAL NOTIFICATION.
BRITISH CONSULATE, CANTON,
8th February, 1868.

The undersigned has to notify that by instructions from His Excellency Sir Rutherford Alcock, K.C.B., H.M.'s Minister Plenipotentiary &c., &c., in China, the British Consular Agency at Macao was closed on the 31st January, and will not for the present be re-opened. The Masters of British vessels will be required henceforward to deposit their ships' papers with the Captain of the Fort of Macao.

D. B. ROBERTSON,
H.B.M.'s Consul.

OFFICIAL NOTIFICATION.
BRITISH CONSULATE,
CANTON, 22nd January, 1868.

The undersigned has the honor to make public, for the information of the British community at this port, the accompanying despatch from His Excellency Sir Rutherford Alcock, K.C.B., H.M.'s Minister in China, with its enclosure, regarding on British subjects the necessity of great caution in the acceptance from the Chinese of written guarantees commonly called "Security Chops."

D. B. ROBERTSON,
H. B. M.'s Consul.

Copy, Circular No. 16.
PEKING, October 27, 1867.

SIR, I have the honor to call attention to a notification issued by Mr. Consul Medhurst, of this port, which is hereby enclosed for your information. It conveys a useful warning to British subjects as to the necessity of great caution in the acceptance from the Chinese of written guarantees commonly called "Security Chops." The difference between the Chinese law and customs and our own on this head renders them in a great degree, as experience has shewn, altogether unsuitable, and any security they practically afford useless, without there is other collateral security. It would be well therefore to ensure publicity to the enclosed within your jurisdiction, as a fair representation of the actual conditions which limit the value of such guarantees in any appeal to the Chinese authorities for execution.

Your obedient servant,
(Signed) RUTHERFORD ALCOCK.
B. Robertson, Esq., C.B.,
H.B.M.'s Consul, Canton.

[ENCLOSURE.]

The undersigned desires to call the attention of British subjects in this port to the necessity of great caution in the acceptance from the Chinese of written guarantees, commonly called "Security Chops" which have been instituted in this Consular Court, and almost unvarying ill success, against Chinese securities, sufficiently proves that such documents, in this part of China, are comparatively worthless for the purposes for which they are given and taken—namely, the mutual protection of the obligee from risk or malfeasance, and to be accounted for, not from any animosity towards the Chinese, but from the fact that the Chinese are, in the habit of regarding a surety rather in the light of a man who comes forward to recommend his pupil, or to assist him towards the attainment of some cherished object, such as a loan, a marriage, &c., than as an individual who binds himself to stand to all intents and purposes as a surety of his principal and to fulfil all his obligations with and for him. No prevalent is qualified idea of the position and duties of a surety, that it is a common practice here for a person to receive a Chinese name, and to assume the name, with the understanding that no personal responsibility follows upon the promise. The Chinese authorities moreover have found to support this view, for they have persistently avoided acting upon the principle that a surety is to be regarded as responsible with his principal for all the obligations entered into by the latter, which the undersigned shall be fulfilled; and they have refused to accept of Chinese affidavits, admitting the liability of a surety for the defaults of his principal, is nevertheless careful to treat a surety when involved in the misconduct of his principal with lenity, and will not allow of his being arrested or pressed until the ability of the principal to make good all defaultations for which he is responsible of no matter how stringent and positive the terms in which the guarantee was drawn up.

Under these circumstances, it is clear that it is undesirable to regard Chinese "Security Chops" in the light of solemn guarantees, to be taken, as with ourselves, by the very letter of the law, and to be accepted with reservation, both as regards construction and execution, which seems inseparable from the circumstances according to Chinese habit and judicial practice. The undersigned therefore recommends that British subjects, in accepting such documents, either to be protected by some collateral security, or to fall back in case of need, or to avoid the necessity of entire reliance on them which they they are disposed to accord to similar instruments.

W. H. MEDHURST, Consul.
BRITISH CONSULATE,
PEKING, 24th June, 1867.

"I have played on a brother table in my life, —JOHN LOWMYER, Chairman of the English Billiard Club in the World."

EXHIBITION PRIZE TABLET
Awarded First-class Medal, London International Exhibition, Victoria and Albert Museum, 1862.
Our Publishers' Gold Medal for Method Superiority, 1867.
Our Honors were Merited to Stand the Test of any Challenge.

ALCOCK AND CO.,
BILLIARD TABLE MANUFACTURERS,
By Appointment to His Majesty the Queen.

Houses and Lands.

TO LET.
THOSE centrally situated PREMISES in Peel Street close to the Queen's Road, known as the "Argus" Hotel containing 10 Rooms, &c. Rent moderate. Apply to
THOS. W. BARRINGTON,
63, Wyndham Street.
Hongkong, March 3, 1868. 17mar

TO LET.
THE upper portion of House No. 29, Queen's Road, lately occupied by Dr. Henderson, with godown, out-offices and stable &c.; immediate possession. Apply to
T. W. BARRINGTON,
63, Wyndham Street.
Hongkong, March 3, 1868. 17mar

TO LET.
THE HOUSE No. 8 in Seymour Terrace, commanding a good view of the Harbour, contains 4 Rooms and Out Houses, now occupied by W. H. ARMSTRONG, Esq. Apply to
DAVID SASSOON SONS & Co.
Hongkong, March 2, 1868.

TO LET.
THE Premises corner of Pottinger and Stanley streets, known as the "Oak Creamery," containing 8 Rooms, besides Bar Room, Parlour, Store Room, Pantry, Bath Rooms, large Oven, Cellar, &c., &c., all in good repair.
For particulars, apply to
THOS. W. BARRINGTON,
63 Wyndham Street.
Hongkong, February 29, 1868. 13ma

TO LET.
THE FIRST FLOOR of the House No. 94, Queen's Road Central, corner of Graham Street, consisting of three spacious Rooms, Verandah and Out-houses, well adapted for Offices.
Apply to
Wm. SCHMIDT & Co.
Gunmakers.
Hongkong, October 2, 1867.

TO BE LET.
A SHOP, situated in the best part of the Queen's Road, with Show Cases and Fittings complete.
N.B.—Two First Floor Rooms can be had with above, if required.
Address "Z," care of Hongkong Dispensary.
Hongkong, November 28, 1867.

TO LET.
THE extensive and eligible PREMISES, Corner of Hollywood Road and Shelley Street, lately in the occupation of H. M.'s Government.
Apply to
DAVID SASSOON SONS & Co.
Hongkong, September 1, 1867.

TO LET.
THE Premises situated in Queen's Road, Stanley Street, and at present occupied by Messrs H. MAUS & Co.
For particulars, apply to
LAMBERT, ATKINSON & Co.
Hongkong, 6th September, 1867.

TO LET.
AN OFFICE with Godown and Commodore's Room.
Apply to
MELOCHERS & Co.
Hongkong, October 1, 1866.

TO LET.
THOSE two convenient centrally situated HOUSES Nos. 1 and 2, Old Bailey Street, Corner of Hollywood Road.
Terms moderate.
Apply to
THOS. W. BARRINGTON,
63, Wyndham St.
Hongkong, February 22, 1868. 22mar

STORAGE
CAN be had in First Class Granite Godowns at Wanchai, on very moderate Terms.
For particulars, apply to
CHARLES RIVINGTON,
At Messrs LANDSTEIN & Co.'s Office, Stanley Street.
Hongkong, January 1, 1868.

TO LET.
FOUR Large ROOMS on Second Floor above the Offices of the Undersigned, 44, Queen's Road, at present occupied by Messrs C. HOOK & Co. Possession can be taken on the 1st of January, 1868.
For Terms, &c., apply to
G. DUBOST & Co.
Hongkong, November 6, 1867.

TO LET.
THE OFFICE and GODOWN situated at the corner of Wellington and Aberdeen Streets, and at present in the occupation of Messrs ELIAS & SANDERS.
For particulars, apply to
GIBB, LIVINGSTON & Co.
Hongkong, March 6, 1868.

TO LET.
No. 6, Peehill Terrace, Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, February 3, 1868.

TO BE LET.
A HOUSE in Queen's Road, commanding a good view of the Harbour from the North side. The House contains eight good Rooms with Bath Rooms, Verandahs, front and back, Kitchens, Servants' Rooms and Godowns on ground floor.
Apply to
TURNER & Co.
Hongkong, February 8, 1868.

TO LET.
TWO HOUSES on Carlton Terrace, Spring Gardens, with or without Godown, rent moderate.
Apply to
LAMBERT, ATKINSON & Co.
Hongkong, 6th September, 1867.

TO BE LET.
TWO New and Strong GODOWNS on Marine Lot No. 68.
Apply to
GAVIN THOMPSON,
at GIBB, LIVINGSTON & Co.'s,
Hongkong, December 16, 1867.

TO LET.
THE BUSINESS PREMISES, formerly occupied by Messrs ARNOLD, KARR & Co., consisting of Dwelling House, Offices, and spacious Godowns.
Possession to be had on the 1st March.
Apply to
JOHN BURD & Co.
Hongkong, February 22, 1868.

Shipping in Harbour.

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

C. on Pedder's Wharf.—W.D., from Pedder's Wharf to Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS.							
Azof	W. Johnson	Brit. str.	476	Feb. 27	P. & O. S. N. Co	Shanghai	
Fung Shuey	W. Watson	Amer. str.	740	Feb. 27	A. Heard & Co	Shanghai	
Ganges	W. Cates	Brit. str.	1130	Feb. 27	P. & O. S. N. Co	Shanghai	
Huogly	W. De Bovis	Feb. str.	1067	March 2	Messageries Impériales	Shanghai	
Malta	W. str.	960	Sept.	14	P. & O. S. N. Co	Shanghai	
Suwanada	W. Jayne	Amer. str.	1802	March 4	A. Heard & Co	Shanghai	
Undine	W. Toppin	Brit. str.	386	March 3	Douglas Lapraik & Co	Shanghai Swatow, &c.	
SAILING VESSELS.							
Ada	W. Shelston	Brit. bk.	398	Feb. 25	Carlowitz & Co	Yokohama	Immediate
Advance	W. Tams	Siam. bk.	135	Feb. 28	Chinese		
Agedius	W. Mahmann	Hamb. soh.	235	March 6	Captain		
Alsen	W. Gromsch	Prus. sh.	693	Feb. 25	Wm. Pustau & Co		
Arab	W. Holst	Prus. bk.	350	Feb. 12	Order		
Blair	W. Cargill	Brit. bg.	223	March 4	P. & O. S. N. Co		
Canton	W. Godt	Prus. bk.	234	Feb. 20	Siemens & Co		
Carmarthenshire	E. Hemsworth	Brit. sh.	812	Feb. 10	Holliday, Wise & Co	Saigon	Early
Chelsea	W. Lowe	Brit. sh.	904	January 14	Bosman & Co	San Francisco	Early
Chinaman	K. Downie	Brit. sh.	667	Feb. 29	Holliday, Wise & Co		
China Packet	W. Reynolds	Java. bk.	210	Feb. 13	Wm. Pustau & Co	Honolulu	Freight or Charter
Civile	Hmb. bk.	386	March 4	Bourjain, Hubner & Co			
Clara Sayers	W. Bremner	Brit. bk.	294	Feb. 13	Carlowitz & Co		
Contest	W. Reynard	Siam. bk.	386	March 5	Chinese		
Dagmar	W. Bhunstrom	Russ. sh.	800	Feb. 29	Order		
Deerfoot	W. Carlin	Brit. bk.	449	Feb. 25	Jardine, Matheson & Co		
Diamond City	W. Lubeck	Siam. bk.	261	January 4	Chinese		
Eastward Ho	E. Byrne	Brit. sh.	607	Sept. 30	Russell & Co		
Edger Ross	W. Binder	Hamb. bk.	274	Feb. 21	Siemens & Co		
Eliza	W. Sedgley	Brit. sh.	1378	March 1	Olyphant & Co		
Emigrant	E. Escapal	Span. bk.	630	Dec. 24	Order		
Franklin	W. Bursley	Amer. sh.	1124	January 10	Russell & Co		
Frohlich	W. Stanforth	Hamb. bg.	320	March 8	Reynvaan Brothers & Co		
Freuter	W. Hamilton	Brit. bk.	234	Feb. 20	Birley & Co		
Glenlee	W. Dunn	Russ. sh.	635	January 3	Order		
Goethe	W. W.	Brit. sh.	650	Sept. 17			
Gravina	W. Perez	Span. bg.	246	Feb. 20	Remedios & Co		
Gustav	W. Beil	Prus. bg.	230	Feb. 20	Wm. Pustau & Co		
Indus	W. Hicks	Brit. sh.	1319	Feb. 28	P. & O. S. N. Co		
Jan von Schafflaer	W. Denjir	Dut. bk.	585	Feb. 16	P. & O. S. N. Co		
Kim Yang Tai	W. Lange	Siam. bk.	329	Dec. 25	Chinese		
Kirkland	W. Colledge	Brit. bk.	438	Feb. 25	Siemens & Co		
Lady Alice	W. Stranack	Brit. bk.	419	March 1	Douglas Lapraik & Co		
Lahloo	W. Smith	Brit. sh.	799	March 5	Gilman & Co		
Leon Crespo	W. Bosustow	Brit. sh.	605	March 5	Order		
Lesmona	W. Steinecha	Brem. bk.	300	Feb. 28	E. Schellhaas & Co		
Liguria	W. Fassa	Ital. sh.	843	Dec. 1	Reynvaan, Brothers & Co	San Francisco	
Malay	W. Dudley	Amer. sh.	812	Feb. 29	Chinese		
Mandana	E. Whittle	Brit. bk.	637	Sept. 15	Order		
Marie	W. Klencke	Brem. bk.	352	March 1	Chinese		
Marie Theres	W. Bonneson	Fch. bk.	502	Dec. 12	Carlowitz & Co	Surinam	Early
Mary Mildred	W. Fine	Brit. sh.	480	Feb. 24	Douglas Lapraik & Co		
Matador	W. Kalekloser	Hamb. bk.	302	March 1	Wm. Pustau & Co		
Minerva	W. Jacobson	Prus. bg.	300	Feb. 20	Wm. Pustau & Co		
Mirage	W. Carrera	Span. bk.	250	March 1	Remedios & Co		
Morning Star	E. Ruun	Brit. sh.	718	January 25	E. Burrows & Sons		
Noviell	K. Jackson	Brit. sh.	715	Feb. 16	Turner & Co		
Ocean	W. Hughes	Fch. bk.	528	January 30	Russell & Co	Sydney	Early
Ocean Bride	W. Milton	Brit. bk.	261	Feb. 13	Malchers & Co	Tientsin	Early
Onward	W. White	Brit. sh.	605	Feb. 8	Rozario & Co	Sydney and Melbourne	Early
Parsee	W. Soule	Amer. bk.	540	Feb. 7	Borneo Company	San Francisco	Early
Pratalongo	K. Profumo	Ital. sh.	890	Feb. 10	Reynvaan Bros. & Co		
Race Horse	W. Kruse	Siam. sh.	387	March 1	Chinese		
Resolute	W. Euziere	Siam. sh.	855	January 1	Chinese		
Salamandra	W. Detlessen	Prus. bk.	324	March 2	Arnhold Karberg & Co		
Sir James's Family	W. Cobb	Brit. bk.	1049	Feb. 26	Order		
St. Magnus	K. Hake	Hamb. bk.	210	March 4	Bourjain, Hubner & Co		
Sultan	W. Howard	Brit. bk.	309	Feb. 8	Order		
Sumatra	E. Kinsman	Amer. sh.	1073	July 29	A. Heard & Co		
Telegraph	W. Dethlefsen	Siam. bk.	300	January 6	Chinese		
Thetis	K. Oeltermann	Olden. bg.	240	March 4	Order		
Undine	E. Scott	Brit. sh.	796	Feb. 22	Jardine, Matheson & Co		
Vanguard	E. Hunter	Brit. sh.	626	March 4	Jardine, Matheson & Co		
Yelang	W. Demsky	Siam. bk.	472	January 12	Chinese		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Apenrade	Davidson	Prus. bk.	304	Feb. 20	Wm. Pustau & Co	Tientsin	Immediate
Caroline	Paulsen	Prus. soh.	280	October 28	Bourjain, Hubner & Co	Bangkok	
Drescher	Shewan	Brit. sh.	550	Feb. 21	Bourjain, Hubner & Co	Saigon	Early
Chas-ze	Hector	Brit. str.	1538	Feb. 27	P. & O. S. N. Co	London	
Kan Ka Kee	Yeaston	Amer. str.	313	Feb. 28	A. Heard & Co	London	Early
Monk Chester	Hastings	Brit. bk.	556	March 16	Olyphant & Co	Tientsin	
President Harbitt	Ohe	Nor. bk.	456	Feb. 16	Siemens & Co		
Sampian	Resmussen	Brit. bk.	297	March 1	Wm. Pustau & Co		
Sunrise	Buehan	Brit. str.	230	March 4	Douglas Lapraik & Co		
Wilhelmina	Tonjes	Dut. bk.	469	Feb. 20	Order	Newchwang	

SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on February 19.

Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Andrea	Krabb	Dut. sh.	832	Feb. 13	Cardiff		Wm. Pustau & Co
Asyrian	Mearns	Brit. sh.	605	Feb. 19	Cardiff	London	Borneo Company
Devonshire	Duskin	Brit. sh.	605	January 29	Cardiff		Borneo Company
Durlan	Cann	Brit. sh.	608	January 20	London		Jardine, Matheson & Co
Denker	Denker	Brem. bk.	949	Feb. 16	Cardiff		Order
Gasper	Alexander	Amer. sh.	1090	January 22	Penarth		Russell & Co
Isabella	Cooper	Brit. sh.	1047	January 14	Cardiff		Hall & Holts
J. L. Dfmiock	Winchell	Brit. sh.	1047	January 26	Cardiff		S. W. Hyde
Kadoh	Deshon	Amer. bk.	655	January 20	New York		Frazar & Co
Lady Love	Gladstone	Brit. bk.	619	Dec. 23	Newport		H. B. M.'s Government
Loren	Nelson	Brit. bk.	494	Feb. 5	Liverpool		Gibb, Livingston & Co
Nabob	Cobb	Amer. bk.	530	Dec. 31	Hakodadi	New York	Olyphant & Co
Ischell	Firth	Brit. bk.	282	January 31	Newcastle, N.S.W.		Frazar & Co
Saturnus	Derdrick	Hamb. bk.	450	Feb. 8	Hamburg		Telge Nolting & Co
Tavistock	Tate	Brit. sh.	532	January 2	Shields	New York	Gibb, Livingston & Co
Western Chief	Hill	Brit. sh.	750	Dec. 13	Foochow	London	Gilman & Co

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS—				
Tientsin	Sampian*	Fr. bk.	Wm. Pustau & Co	Early
Do.	Apenrade*	Fr. bk.	Wm. Pustau & Co	
Do.	Ocean Bride	Br. bk.	Melchers & Co	
YOKOHAMA	Ada	Br. bk.	Carlowitz & Co	Early
NEWCHOWANG	Wilhelmina*	Dn. bk.	Order	
OTHER PORTS—				
LONDON	Monkchester*	Br. bk.	Olyphant & Co	Early
Do.	Chelsea	Br. sh.	Deson & Co	
SAN FRANCISCO	Liguria	Ita. sh.	Reynvaan Bros. & Co	
Do.	Parsee	Amer. bk.	Borneo Company	
SYDNEY	Ocean	Fr. bk.	Russell & Co	
Do. & MELBOURNE	Onward	Br. sh.	Rozario & Co	
HONOLULU	China Packet	Hw. bk.	Wm. Pustau & Co	
SAIGON	Catharina*	Da. bk.	B. Hubner & Co	
Do.	Carthenshire	Br. sh.	Order	
BANGKOK	Caroline*	Fr. sh.	Bourjain, Hubner & Co	
SURINAM	M. Theres	Fr. bk.	Carlowitz & Co	

* At Whampoa.

† At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	H.P.	Captain.
Algerine	British	gun-vessel	3	80	C. E. Donville, Lieut.
Ashuelot	U. States	sloop	10		Hatfield, Commander
Boucoer	British	gun-boat	3	60	R. M. Lloyd, Lieut.
Drake	British	gun-boat	3		C. Crowdy, Lieut.
Flamer	British	naval hospital	—		Attached to Melville
Forester	British	gun-boat	3	60	In Ordinary
Hardy	British	gun-boat	3	60	In ordinary
Janus	British	gun-boat	3	40	Keppel, Lieut.
Mar. de la Victoria	Spanish	steamer	—		Jose Vez, Captain
Melville	British	naval hospital	—		R. Bernard, D.M.I.G. &c.
Princess Charlotte	British	receiving ship	14		Commodore Oliver Jones
Rifleman	British	surveying ship	—		J. W. Reed
Rodney	British	steam line-of-battle	78		flag ship of Sir H. Keppel, A. C. F. Henoege, Capt.
Salamis	British	gun-vessel	—		Suttie, Commander
Unadilla	U. States	steamer	5	180	
Watchful	British	gun-boat	3	40	Harbor Tender to Comm.

MEN-OF-WAR AT CANTON.

Name.	Flag.	Rig.	Tons.	H.P.	Captain.
Cheng-tsing	Chinese	gun-boat	3		Bessard
Fee-joong	Chinese	gun-boat	3		Edwards
Hai-ching	Chinese	Customs' cruiser	4		Folsom

HONGKONG, MACAO AND CANTON.

RIVER STEAMERS.

Vessel.	Flag.	Captain.	Tons.	Owners or Agents.
Fame, (110 h. power)	British	Stephenson.	117	H. & W. Dock Company's Tug
Fire Dart	British	Carroll	380	H., C. and M. Steam-boat C. pany
Kin Shan	British	Hastell	456	Do.
Kiu Kiang	British	Benning	617	Do.
Little Orphan	British	Laid up	69	Acheong
Poyang	British	Benning	46	Union Dock Company Tug.
Prince Albert	British	Laid up	379	H., C. and M. Steam-boat C. pan
Sir J. Jeejeebhoy	British	Godsill	101	Q. Acheong
Spark *	Amer.	Wilson	140	Q. Acheong
Spec	Amer.	Graves	140	Thomas Hunt & Co
White Cloud	British		280	Thomas Hunt & Co
				H., C. and M. Steam-boat C. pany